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A Table showing the Revenue Receipts, Increase of Traffic, Dividends, &amp;c., on the

NAME OF LINE.	Length in Miles.	Revenue Receipts.			Increase on Gross Receipts over corre- sponding period of 1845.			Increase on Money received from Passengers, &c., separately.		
		£	s.	d.	£	s.	d.	£	s.	d.
Bristol and Exeter	(76, included in length of Great Western.)	49,683	2	3	1,144	10	3	....	....	
Dublin and Drogheda	35	21,408	17	3	644	15	3	37	6	0
Eastern Counties....	161	250,056	8	9	69,956	12	6	25,493	18	5
Edinburgh and Glasgow	46	111,087	16	6	....	....		....	....	
Glasgow, Paisley, and Greenock	22½	28,982	18	3	2,479	0	0	....	....	
Glasgow, Paisley, Kilmarnock, & Ayr	51	60,645	6	6	7,000	0	0	....	....	
Great Western ....	240¾	513,846	15	10	....	....		....	....	
London and Black- wall	4	34,801	6	9	3,548	4	3	....	....	
London, Brighton, and South-Coast	112	226,711	7	11	....	....		40,367	15	0
London and North- Western	362	1,110,795	0	10	...	....		....	....	
London and South Western	99	196,323	5	2	....	....		....	....	
Carried forward ....	1,113½	2,604,342	6	0				....	....	

*following Railways for the half-year ending in Dec., 1846. By J. WHISHAW, Esq.*

Increase from Goods, Cattle, &c., separately.	Dividend declared.	Balance after paying Dividend.	Miscellaneous, including Number of Passengers, and Quantities of Goods carried, Stock of Engines, &c. &c.
£ s. d.	£ s. d.	£ s. d.	
....	1 13 9	2,055 15 5	This line is leased to the Great Western at a fixed rent of 71,957 <i>l.</i> per annum, and a toll of $\frac{1}{4}$ <i>d.</i> a mile for every passenger travelling upon it, and the same for every ton of merchandise carried.
676 0 0	3 14 0 per cent.	....	Compared with the corresponding half year of 1845, there is a falling off of 10,000 in the third class passengers.
44,462 14 1	10 <i>s.</i> per share	about 329 <i>l.</i>	The half year ends on the 4th of January. Increased length of road maintained during the 6 months, 59 miles. Stock of engines, 90, viz., 72 passenger and 18 goods; 65 of these are in daily work.
....	8 per cent.	12,983 2 11	The half year ends on the 31st of January. The increase in the traffic over the corresponding period of 1845, has been 26,570 <i>l.</i> 4 <i>s.</i> 10 <i>d.</i> , without any additional mileage. The dividend for the half year ending in July was 6 per cent.; 5 per cent. was the highest dividend ever previously declared. The increase of the traffic is at the rate of 30 per cent., and that in the working expenses 25 per cent.
....	6 <i>s.</i> per share on the 25 <i>l.</i> shares.	716 7 3	The half year ends on the 30th of January.
....	7 per cent.	2,095 16 6	The half year ends on the 31st of January. The increase of passengers has been 71,360. The comparative expense of working the line is greater.
....	8 per cent.	7,853 14 10	The revenue receipts include the traffic on the Bristol and Exeter part of the line. The increase of passengers carried during the half year is 92,598, with an additional trade of 23,976 tons of goods. Apparently there is no increase in the receipts. The working expenses are 38 per cent.; for the corresponding period of 1845, they were only 36 $\frac{1}{2}$ .
....	4 <i>s.</i> per share	....	Number of passengers carried, 1,782,844; amount received from them, 28,634 <i>l.</i> 14 <i>s.</i> 1 <i>d.</i> The Company intend "to change the present expensive and exclusive system of working by ropes, and adopt locomotive power." It is also intended to alter the gauge from 5 feet to 4 feet 8 $\frac{1}{2}$ inches.
8,616 11 5	7 per cent.	....	In the course of the 6 months the extent of this line has been nearly doubled. Total number of passengers carried during the half year, 1,438,856. The number of working engines on the 31st of December was 54.
68,362 0 0	10 per cent.	105,722 0 0	In the coach traffic receipts there is a decrease of 6,796 <i>l.</i> Total number of passengers carried over the line during the 6 months, 3,277,590.
....	2 2 6	200 0 0	The receipts have somewhat diminished in consequence of the reduction of passenger-rates. The working expenses for the half year are 36 $\frac{3}{4}$ per cent.
....	....	131,955 16 11	

A Table showing the Revenue Receipts, Increase

NAME OF LINE.	Length in Miles.	Revenue Receipts.	Increase on Gross Receipts over corre- sponding period of 1845.	Increase on Money received from Passengers, &c., separately.
		£ s. d.	£ s. d.	£ s. d.
Brought forward....	1,133 $\frac{1}{4}$	2,604,342 6 0	....	....
Manchester and Leeds	117 $\frac{1}{4}$	187,524 0 0	3,388 0 0	....
Manchester, Shef- field, and Lincoln- shire	49 $\frac{1}{4}$	55,277 15 5	19,875 10 3	5,999 18 0
Maryport and Car- lisle	28	15,151 9 10	....	....
Midland .....	328 $\frac{1}{2}$	401,790 19 4	55,498 2 10	29,489 9 6
Newcastle and Car- lisle	61	57,136 5 1	9,723 6 2	3,363 14 0
Norfolk .....	58 $\frac{1}{2}$	45,689 1 2	7,158 17 6	....
North British .....	72 $\frac{1}{2}$	53,281 15 5	....	....
South Devon .....	15	15,620 5 7	....	....
South Eastern .....	140 $\frac{1}{4}$	236,404 0 5	....	38,570 8 9
Ulster .....	25	18,987 2 5	....	....
York and Newcastle	149 $\frac{1}{4}$	158,188 2 9	21,051 14 6	....
York and North Midland	162 $\frac{1}{2}$	186,752 0 10	....	....
TOTALS .....	2,340 $\frac{1}{4}$	4,036,145 4 3	....	....

*of Traffic, Dividends, &c.—continued.*

Increase from Goods, Cattle, &c., separately.	Dividend declared.	Balance after paying Dividend.	Miscellaneous, including Number of Passengers, and Quantities of Goods carried, Stock of Engines, &c. &c.
£ s. d.		£ s. d.	
.... 6,593 0 0	7 per cent.	131,955 16 11 41,124 0 0	During the 6 months the opening of the Ashton branch has tended to increase the receipts, and the opening of the Sheffield and Manchester and Leeds and Bradford Lines to diminish them. At the same time the receipts have been affected by reductions in the passenger fares. 233,515 more passengers were carried than in the corresponding period of 1845. The receipts, however, from that source, are 3,125 <i>l.</i> less.
13,875 12 3	5 per cent.	....	The number of passengers carried was as follows, viz., 1st class, 40,191; 2nd class, 80,908; 3rd class, 539,181; 4th class, 199,648—total 859,928. The number of passenger engines at work, 25, and of goods engines, 4. During the 6 months the engines have run 315,482 miles.
....	none	....	The ordinary traffic is in excess of that for the corresponding period of 1845 by 4,868 <i>l.</i>
26,008 13 4	7 per cent.	13,040 3 1	There has been a decrease in the receipts from cattle of 201 <i>l.</i> 8 <i>s.</i> 10. Stock of engines, 122, including 10 new ones. Number of passengers carried, 2,000,000.
6,359 12 2	5½ per cent.		
....	3½ per cent. on consoli- dated stock	....	The rate of increase from passengers and goods is about 30 per cent. The working expenses have been at the rate of 48 per cent. upon the receipts.
....	5 per cent.	840 5 3	The half year ends on the 31st of January. The expenses on the main line amounted to rather more than 42 per cent. on the receipts. The revenue, which includes the receipts on the branches to Dalkeith and Haddington, is for 7 months, and the dividend is upon it. The number of passengers carried was 548,252.
....	none	....	The receipts are from the opening of the line to Teignmouth on the 29th of May (1846). The number of passengers carried during the period was 248,854, and the miles travelled 2,529,601.
{13,320 0 0	21 <i>s.</i> on the paid- up shares	7,454 7 3	The half year ends on the 31st of January. The increase on the number of passengers carried over the corresponding period of 1845-6, was 187,579, exclusive of the Greenwich branch, upon which there was an increase of 7,241 persons, and of 1,113 <i>l.</i> 11 <i>s.</i> 7 <i>d.</i> in the earnings.
1,971 9 9	1 <i>l.</i> a share	1,130 7 8	The half year ends on the 28th of February. There is also an increase on the passenger traffic, but the amount is not stated.
....	9 per cent.	504 19 4	The increase on the gross receipts includes the traffic on the Richmond Branch opened in September. Number of passengers carried, 751,922; horses, carriages, cattle, &c., 96,346; goods, 81,767 tons; minerals, coal, &c., 448,551 tons.
....	10 per cent.	17,213 17 9	Number of passengers carried, 638,332; tons of goods, 275,062; do. of minerals, coal, &c. 139,155.
	....	213,264 2 3	

*Summary of Savings' Banks in England, Scotland, Wales, and Ireland.*

Population in 1841, 26,787,004.

In England, Scotland, Wales, and Ireland, there were, on the 20th November, 1844, five hundred and seventy-seven Savings' Banks containing—

	Depositors.	£
Not exceeding .....£ 20	564,642	..... 3,654,799
„ 50	258,270	..... 7,961,483
„ 100	107,577	..... 7,406,245
„ 150	36,381	..... 4,384,014
„ 200	20,629	..... 3,516,947
Exceeding..... 200	3,044	..... 716,078
Individual Depositors ....	990,543	..... 27,639,566
Charitable Societies .....	11,301	..... 593,249
Friendly Societies.....	10,203	..... 1,272,046
No. of Accounts .....	1,012,047	..... 29,504,861
Friendly Societies in direct account with Commissioners for Reduction of National Debt	428	..... 1,770,775
Gross Total .....	1,012,475	31,275,636

Average amount of each Depositor, £27 18s.

Since 20th November, 1844, twelve Savings' Banks have been established.

*Pauper Lunacy and Poor's Rate Statistics.*

At the present moment, when the new Lunacy Act is being brought into operation, the following notes respecting an English county of medium size will not be without interest, helping as they do to an estimate of the extent of charge entailed by a law of such beneficent design. They are abstracted from a larger table constructed by Mr. S. Thorneycroft of Brighton. By the Act of last Session (8 and 9 Victoria, cap. 126) it is enacted that the justices of every county and borough which has no Pauper Lunatic Asylum shall, after the passing of the Act, either erect or provide an asylum for the pauper lunatics of such county or borough, or shall unite with some county or borough in erecting or providing an asylum for the pauper lunatics of such county or borough; and that if such justices having no such asylum shall not within three years from the passing of the Act have erected or provided, or united in erecting, or providing an asylum for the pauper lunatics thereof, it shall be lawful for one of the Principal Secretaries of State to require the justices of such county or borough to erect or provide, or unite in erecting or providing, such an asylum for the purpose aforesaid.

The first head is taken from Appendix D to the Fourth Annual Report of the Poor Law Commissioners.

The second, third, and fourth heads are taken from the Population Returns for 1841.

The fifth head is taken from the Parliamentary paper No. 557,